GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion. General Headquarters, Washington, D. C.)

Contents for Week of January 25, 1937. Vol. XV. No. 28.

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Photograph by Harold Orne

TAKING OUT WAX INSURANCE FOR GREASED LIGHTNING SKIING

On a ski train bound for the New England mountains, a young sportswoman demonstrates the latest version of "a stitch in time." Beeswax or paraffin rubbed on the skis' undersurface prevents the caking of snow. The grooves prevent sideslipping. Dangling below the ski is the harness which holds the foot rigid at the toe and still allows the heel to move. The business ends of a pair of ski poles appear on the right (see Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents (in stamps or money order); in Canada, 50 cents. Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Alexandretta, Where France and Turkey Are at Odds

THE Near East has another trouble spot. Up in the malarial northwest corner of Syria both France and Turkey are claiming permanent title to the district of Alexandretta. The dispute was referred to the League of Nations, which delayed its decision. Now Turkey is pressing the matter, with threats of direct action appearing in the Turkish press.

The sanjak, or district, of Alexandretta, though lost in the entity of the French Mandate of Syria until recent plans for Syrian independence came to the fore, is one of the bits of the jig-saw puzzle carved from the Turkish Levant following the World War.

While it is a part of the new republic of Syria, under French protection, it is at the same time a self-governing province under direct French administration. Turkey, however, points out that the majority of its inhabitants are Turkish, and also that the area was only conditionally surrendered by Turkey at the Paris Peace Conference.

Where Ben Hur Raced His Chariots

The district has two important cities. One is Antioch, scene of the exploits of Ben Hur, and the other is the seaport and rail terminus of Alexandretta, named for Alexander the Great. Antioch, little changed since the days when Paul and Barnabas preached nearby, is a flourishing trade center in the midst of a rich farming region, much of its fertile soil pierced with licorice roots. Modern highways now link this former capital of the Roman Empire in the Orient with Aleppo and other parts of Syria.

Alexandretta dates from the fourth century A. D. Its Turkish name, Iskanderum, recalls the victory of Alexander the Great over the Persians at Issus (333 B. C.).

Before the construction of the Suez Canal it was one of the chief outlets for caravan trade from India and Persia.

Until a modern motor road from Antioch was run north across the Amanus Range, Alexandretta's trade was largely with Anatolia, via a narrow-gauge railroad connecting it with the Baghdad railroad at Topra-Kale, in Turkey.

Musa Dagh Not Far Away

Because it is a drab, workaday city of some 12,000 population, with almost no tourist attractions, Alexandretta does not often come into the news. Built on a marshy plain, backed by the Amanus Range, the city is notoriously unhealthy, although its splendid harbor has the best anchorage north of the city of Beyrouth (Beirut).

Not far from either Alexandretta or Antioch rises the famous mountain Musa Dagh, scene of the dramatic World War siege described in the recent best seller, "The Forty Days of Musa Dagh." In nearby Anatolia is the city of Tarsus, birthplace of Paul the Apostle, to whom the pleasures and wickedness of Antioch were anathema.

The Alexandretta region possesses several well-watered valleys which normally produce abundant crops, including cotton, tobacco, licorice, and citrus fruits. Live stock, silk cocoons, and textiles are also exported.

Oil has been discovered in the region, as well as fair-sized deposits of chrome and antimony ores.

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Photograph by Fairchild Aerial Surveys

BRIDGE TRIPLETS MADE ENGINEERING HEADLINES IN 1936

New York City, with its five boroughs and numerous islands and enormous flow of local traffic, is as much trouble to put together as Humpty Dumpty. But the long Triborough Bridge (left) accomplishes more than all the King's horses and all the King's men, carrying beetle-size automobiles between Long Island (lower right), Ward Island (left center), and the Bronx (upper right). A white-towered branch crosses Randall's Island (upper center) to Manhattan (upper left). The sturdy Hell Gate Bridge (right) is for railways (see Bulletin No. 4).

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A Winter World Skids By on Skis

THIS winter the popular sports slogan is "Go North, Young Man"—and bring the ladies, too.

Ski trains plow northward from big cities, their cozy "snow coaches" laden with skis, ski poles, skiers, and would-be-skiers. Ski planes operate from Chicago. Now "snow boats" are leaving New York harbor to give passengers several weeks of slides and tumbles at the famous ski centers of Europe.

Department stores offer a free lesson with each ski suit, or practice glides on borax-covered runs to try out a set of skis. An international winter sports meet was recently held in New York City, transplanting skiing to an indoor Arctic, homemade with air-conditioning and machines for flaking 500 tons of ice into "snow." The ski slide swooped down from the rafters of Madison Square Garden.

Work for a Millennium, Sport for a Century

This burst of enthusiasm climaxes an amazing development of skiing as a sport. Eighty years ago a ski was simply the heavy substitute for a galosh or a hip boot used by Scandinavians who had to venture through winter's heavy snows. Hunters skied from trap to trap over drifted forest trails. Then some original spirit, not weary with hunting or fishing or running errands, had the idea that skiing might be fun.

In the Telemark district of Norway, about 1860, probably with no thought beyond fresh air and rivalry and healthy play, unsung pioneers started skiing competitions, and the new sport was born. Soon the whole world welcomed wings for its toes. Equipment was simple: snowy slopes, two skis, two poles to push or brake progress, and two knees not prone to tremble.

Yard-Long Pointed Leather Shoes on Ski Family Tree

The ski itself has gone through several changes. The name comes from an Icelandic word for "piece of wood," but four centuries ago it applied also to leather shoes three feet long, with pointed toes curled up and the rear end fastening around the ankle. Early wooden skis had tips like the prows of ancient Viking ships, curving either in or out in a scroll-like curl. The resemblance may have been one reason why old Norse poets called a ship "the ski of the sea."

Skiing is essential to snowbound Lapps when the Arctic winter descends upon the top of the Scandinavian peninsula. Their pole is a handy weapon against wolves which may attack reindeer herds; therefore only one is carried, since an additional one would only become entangled in the fray.

Within recent years veteran ski-makers of Norway and Sweden have been importing white hickory wood from the forests of Minnesota. It is heavy enough to give the skier ballast and extremely tough. Care is necessary in seasoning and varnishing hickory skis, however, or they may warp. White ash, the favorite bow wood of the Indians, is a lighter substitute, while some skis are fashioned of maple or pine. Machines are little help in ski-making. For the proper thickness—about an inch in the middle—and the correct tapering, a watchful carpenter is to be preferred. The straight slats are carefully steamed until they turn up their toes.

Their length varies from 18 inches for toddlers to about 10 feet. Like other footgear, skis must fit, but they fit the wearer's height instead of his feet: as long as the height of the wearer's reach.

Their use spread from Norway mainly by the word-of-mouth advertising of

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Sheltered from natural storms, Alexandretta, which formerly had a huge colony of Armenian refugees from Cilicia, has had its share of strife and promises to have more.

Note: Other references and photographs of Syria may be found in "Road of the Crusaders," *National Geographic Magazine*, December, 1933; "Secrets from Syrian Hills," July, 1933; "Crusader Castles of the Near East," March, 1931; "New Alphabet of the Ancients Is Unearthed," October, 1930; "Skirting the Shores of Sunrise," December, 1926; "A Visit to Three Arab Kingdoms," May, 1923; "Antioch the Glorious," August, 1920; "Syria, the Land Link of History's Chain," November, 1919; and "Damascus, the Pearl of the Desert," January, 1911.

Bulletin No. 1, January 25, 1937.

Photograph by Gabriel Bretocq

IN ANTIOCH THE DISCIPLES WERE FIRST CALLED CHRISTIANS

A peaked Moslem minaret looks down on the grain market, one of several thriving Old Testament businesses in modern Antioch, Syrian city with a New Testament pedigree. Although it has surrendered its ancient commercial supremacy to Aleppo, it is still an important market for a rich farming neighborhood, with trade in tobacco, corn, licorice, and cotton. Syrian or Turkish?—the correct nationality of Antioch is now under consideration along with that of the entire district of Alexandretta, claimed by both countries.

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Málaga, with a Climate for Loafing but an Eye for Business

REPORTS that parts of Málaga were left in flames, after a rebel bombing raid, brought a familiar Spanish city to unaccustomed headlines recently. For the name usually has only peaceful and pleasant associations.

Málaga means just grapes to the world at large. But to residents of this second most important seaport of Spain, it has meant grapes plus numerous other products, and a bustling profitable trade that has been firmly founded on them for centuries.

Climate is another thing that Málaga means to the initiated—a climate so delightful that some visitors have dubbed it "the most perfect winter weather of continental Europe." The city—fifth in size in Spain—lies on the southern-facing arc of the Mediterranean coast, about 70 miles northeast of Gibraltar.

A Heart of Ancient Fortifications

Despite lazy weather, the city is kept busy and prosperous by the mineral-rich mountains encircling it and the fertile red soil of its adjacent plains for farming.

Málaga's varied activities have developed special sections in the city for shipping, fishing, industrial plants, residential suburbs, and an ancient core where fortresses survive. The Castle of Gibralfaro, glowering from its rock 500 feet above the principal street, shelters a modern garrison within Moorish ramparts seven centuries old.

Nearby the even older Alcazaba is crumbling into ruins. This picturesque stronghold is believed to have been built on the site of the original Phoenician settlement. It did military service for the Moors also, being among the last of their forts to admit defeat.

A half-dozen years before Columbus discovered America, his patrons Ferdinand and Isabella "discovered" Málaga. They annexed it to their growing kingdom, and for the first time the city became truly Spanish, after centuries of existence under the control of Romans, Visigoths, and Moors.

Another embattled chapter in its history was that written in fire and blood when the French sacked the city in 1810.

Málaga's Harbor Is Encyclopaedia of Productive Countryside

While in many countries a city can be identified by the river beside which it is built, in Spain the rivers are usually identified by the cities through which they flow. Málaga is no exception. Chief claim to distinction of the Guadalmedina is that it burbles past Málaga, a rushing little mountain torrent that regularly suffers extremes of drought and flood.

Near the sea the city spreads itself into spacious boulevards, broad, shady, and park-bordered. Most of them lead toward the bull ring, and pass the Cathedral, which, although begun four centuries ago, has a tower yet unfinished. Outdoor cafés give the tonic climate every opportunity to promote appetite and digestion.

Visitors are not usually content with Málaga's patent charms, and search in dark and smelly alleys for the haunts of gypsies. The reward may be an exhibition of spectacular Spanish dancing.

The modernized semicircle of harbor shelters ocean liners as well as small

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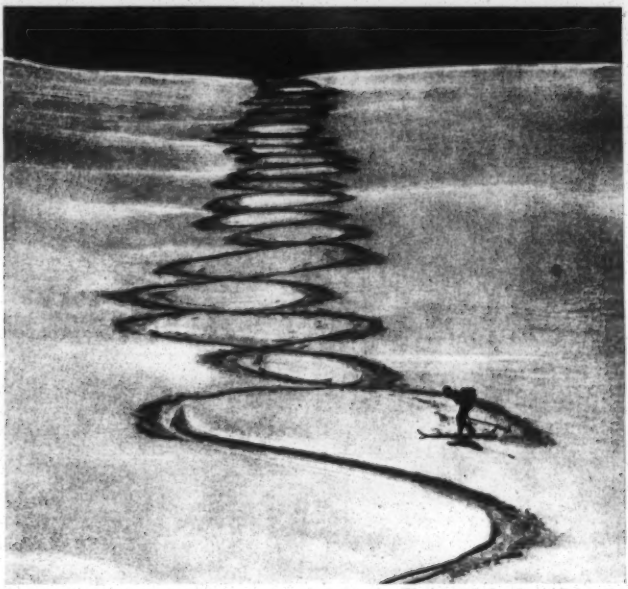
snow-sportsmen and mountain climbers. England is a stronghold of skiers, although no skiing is possible in their own country. Even Japan, Australia, and New Zealand have had a touch of the craze.

Popularity in Canada is traced to college students who encountered skiing on their trips to Europe. Scandinavian immigrants brought the sport to the United States at the beginning of this century. Now New England is an important skiing area, with perhaps the world's most extensive network of downhill skiing trails.

About eighty winter playgrounds are scattered through the Poconos and the Alleghenies in Pennsylvania, the Catskills and Adirondacks in New York, the Green Mountains in Vermont, the White Mountains in New Hampshire, the Berkshires in Massachusetts and Connecticut, and the Rockies and Coast ranges of the Far West. Ski trains pour city sportsmen into mountain hamlets which would otherwise be contentedly snowbound. As in Whittier's day, the snowstorm brings "a world unknown . . . nothing we could call our own," but today that means the whole white universe of sky and snow is overrun with scarlet and orange ski suits or red plaid windbreakers, and echoes to shouts of "Tra-a-a-ack!"

Note: Photographs of skiing will be found in "New England Ski Trails," *National Geographic Magazine*, November, 1936; "Maine, The Outpost State," and "Life in a Norway Valley," May, 1935; "Southern California at Work," November, 1934; "New York—An Empire Within a Republic," November, 1933; "Freiburg—Gateway to the Black Forest," August, 1933; "Skiing in Switzerland's Realm of Winter Sports," March, 1933; "Washington, The Evergreen State," February, 1933; "Colorado, a Barrier That Became a Goal," July, 1932; "New Hampshire, The Granite State," September, 1931; "Illinois, Crossroads of the Continent," May, 1931; "Norway, a Land of Stern Reality," July, 1930; "A Woman's Winter in Spitzbergen," August, 1928; "The Green Mountain State," March, 1927; "The Beauty of the Bavarian Alps," June, 1926; "Norway and the Norwegians," June, 1924; "Skiing over the New Hampshire Hills," February, 1920; and "The Geography of Games," August, 1919.

Bulletin No. 2, January 25, 1937.



Photograph by Jean Gaberell

"PIECES OF EIGHT" SHOULD BE A SKIING PHRASE

This snaky path is a series of Telemark turns, showing how the skis are skillfully steered in curves where a direct downhill run would be excessively fast. A skidding turn is called the Christiania, or, in the United States, the "christy" for short. Properly speaking, this is a picture of "sheeing," for that is the continental pronunciation of the term, and this photograph was taken in the Swiss Alps.

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Outstanding Engineering Accomplishments of 1936

THE year 1936 saw the first conquest of the Pacific Ocean by huge passenger- and mail-carrying airplanes; the establishment of regular passenger service by lighter-than-air ships across the Atlantic, with the passage cut to less than 62 hours; and a passenger trip completely around the world by commercial carriers in little more than eighteen and a half days.

The huge *Queen Mary* was put into transatlantic service during 1936, and in August set a new crossing record for steamships of 4 days, 7 hours, and 12 minutes. Passenger traffic across the busy English Channel was speeded by a new train ferry, with special locks at the Dover terminal where the tide rises as much as 35 feet.

The most important highway of the year was that extending from the Texas border to Mexico City, which was opened formally July 1, after completion of several costly bridges spanning tropical rivers. Premier military highway completed in 1936 was the Vladivostok-Khabarovsk road, running 400 miles north and south from Russia's great Pacific port, to Khabarovsk, on the Amur River, near the northeastern corner of Manchutikuo.

Chief Railway Construction in Asia

Still more valuable to Russia is the new 2,000-mile military railway—the "BAM"—which extends to Komsomolsk on the Amur, 125 miles north of Khabarovsk, and on for an additional hundred miles to a new port on the narrow northern end of the Sea of Japan, opposite Sakhalin. Branches also reach south to Khabarovsk to connect with the Trans-Siberian Railway, and north 200 miles to the port of Nicolaevsk at the mouth of the Amur River.

The new railway has the advantage of lying relatively far inside Russian territory, whereas the old Trans-Siberian Railway parallels the Amur only a few miles north of Japanese-controlled Manchutikuo. The new rails branch from the Trans-Siberian 2,000 miles west of the Pacific at the town Taishet. They pass 50 miles north of Lake Baikal (the Trans-Siberian runs south of Baikal) and extend on eastward, at all points from 150 to 400 miles north of the older line.

The world's other important rail construction during the year was also mostly in Asia. The Turkish network of rails in Anatolia, which has grown strikingly in recent years, was developed further by the construction of a 78-mile link between Afyon Karahissar, in central Anatolia, and Antalya on the Mediterranean coast, thus completing the rail connection between the Black and Mediterranean Seas.

In central China, laying of rails on the long uncompleted portion of the Hankow-Canton line provided for the first time a continuous rail system between Canton and Hongkong in the east, and Paris and Calais in the west.

In South America, building of a 50-mile extension in northern Patagonia completed an 1100-mile Argentine railway from Buenos Aires to Lake Nahuel Huapi.

Two of World's Greatest Bridges in U. S.

Outstanding structures in the United States during 1936 are two of the greatest bridges ever built. The Triborough Bridge in New York City, opened July 11, spans Hell Gate, Little Hell Gate, the Harlem River, and Bronx Kill, and connects Manhattan, the Bronx, and Queens. The total length of bridges, viaducts, approaches and special highways is 17½ miles.

The "Bay Bridge" connecting San Francisco and Oakland across San Francisco Bay was put into use November 12. It has an over-all length of 11¼ miles and includes a 1,400-foot cantilever section, the longest ever constructed.

The Netherlands gained two important bridges during the year: one over the Waal River (a portion of the Rhine) at Nimwegen, 65 miles east of Rotterdam; and the other over the Holland Deep, broad estuary of the combined Waal and Maas, near the southern border of the Netherlands.

A highway bridge across the Firth of Forth at Kincardine, Scotland, was opened to traffic in October.

Among bridges completed in 1936 nearer home were the Mark Twain Memorial Bridge across the Mississippi at Hannibal, Missouri, and spans over the Missouri River at Washington, Missouri, and over the Fore River, Massachusetts, near Weymouth.

New York City's west side traffic received a long-needed outlet to Westchester with the opening in December of the Henry Hudson Bridge over Spuyten Duyvil Creek at the northwestern corner of Manhattan Island. Nearer the heart of New York City, the West Express Highway (raised above the normal street level) received a link from 46th Street to 72nd

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fishing schooners with lateen sails. Bars of lead from the mountains; olive oil from the silvery-gray groves of neighboring plains; and almonds, oranges, and canary seed are exported. Sun-flecked vineyards, however, supply the city's most famous products: clusters of oval grapes packed with "crumbs" of cork into small barrels; delicate muscatel grapes dried into raisins an inch in diameter; and casks of rich, full-bodied Málaga wine, which, the local vintners proudly assert, is "bottled sunshine."

Named for Fish-Salting Activities

From surrounding plains come sugar-beets and cane to Málaga's sugar refineries. Foundries work the iron from the hills beyond. Most modern chapter in Málaga's industrial life is the development of a chemical industry, turning out such up-to-date products as artificial ice.

Obviously fishing is no longer the sole concern of this versatile community, as it was when Phoenicians made it a salt-fish headquarters and named it accordingly from "malac" meaning "to salt."

Note: Another interesting article about revolution-torn Spain, "We Escaped from Madrid," will appear in the *National Geographic Magazine* for February, 1937.

See also "Turbulent Spain," October, 1936; "Palette from Spain," March, 1936; "Montserrat, Spain's Mountain Shrine," January, 1933; "Madrid Out-of-Doors," August, 1931; "Pursuing Spanish Bypaths Northwest of Madrid," January, 1931; "Seville, More Spanish Than Spain," "On the Bypaths of Spain," and "Barcelona, Pride of the Catalans," March, 1929; "Balearics, Island Sisters of the Mediterranean," August, 1928; and "Adventurous Sons of Cádiz" and "From Granada to Gibraltar," August, 1924.

Bulletin No. 3, January 25, 1937.

Photograph from Harry A. McBride

IDEAL WEATHER FOR PLAYING HOOKEY, SO THE WHOLE SCHOOL MOVES OUTDOORS

Málaga is the leading city of Spain's beautiful Andalusian coast, where balmy days issue a coming-out invitation and the whole school accepts. As in some Florida cities, it is possible to have outdoor classes throughout the school year. This photograph was taken, however, before rebel war birds began to "lay their eggs." Now exploding bombs make outdoor schooling, or any large gathering of people in one unsheltered spot, too dangerous to be continued.

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A Bobbie Burns Birthday Tour

AN AULD acquaintance who should not be forgot on his birthday is Robert Burns. His popularity has made January 25 a more festive occasion today than it was on the poet's calendar, to whom "every time has added proofs that man was made to mourn."

His international fame is the more remarkable because he was an unusually provincial poet. He spent practically all his thirty-seven years in isolated Ayrshire, on Scotland's western coast. The only time he ever ventured beyond Scotland's borders, to England, he left prayerfully.

Yet from his small Scottish corner spread a wide influence, and he has become one of the most quoted English poets, although he seldom wrote in formal English. He has a quarter of the world mouthing the Scottish lowland speech, the dialect in which he wrote what is now the international anthem of New Year's cheer, "Auld Lang Syne." The world's cup of kindness is taken now to the tune of his Ayrshire tavern revels.

Made a Nine-Mile Stream the Most Familiar Scottish River

One of the most songfully praised rivers in the world, and certainly in Scotland, is the "sweet Afton," a minor branch of the minor river Nith. Its course of a mere nine miles does not entitle it to space on most maps or gazetteers of Scotland; yet it flows gently through the adopted folk music of two hemispheres. Its green braes and "green valleys below, where wild in the woodlands the primroses blow," and the crystal stream murmuring through the mild evening have become symbols of Scotland's charms.

The rural Scotland so quaintly advertised by Burns can almost all be included in a thin strip reaching south from Ayr and Irvine, on the Firth of Clyde, down to Dumfries on Solway Firth. The scenes of most of his life and loves lie within 60 miles of his birthplace. This compact area is peppered with Burns memorials, plaques, and shrines.

Alloway, about two miles from the seaport Ayr, is typical of the "Burns area"—a hamlet in the midst of farm and dairy land, where potatoes and Ayrshire cattle thrive better now than in the time of farmer Burns.

Alloway His Real Birthplace; Kilmarnock His "Literary Birthplace"

Bobbie's birthplace, a simple thatched cottage which father Burns built with his own hands beside the Doon River, rivals Shakespeare's Stratford as a tourist attraction. A stream of visitors pours through the back door into the dark low-raftered interior, and passes to an adjoining museum where pictures cover the walls and glass cases display mementoes.

A typical change of scene in young poet's life drama was the first one: the family moved to a farm two whole miles away. The Mount Oliphant farm is still pointed out, where the gangling youthful Burns learned to hold down a heavy four-horse plow, to do a man's work at threshing, and to compose rhymes in praise of "Handsome Nell" who reaped in the fields beside him.

The humble town of Kirkoswald, then a smuggler's lair, lured Robert from the farm with dreams of learning surveying, but a pretty Peggy nipped that career before it budded. The town now claims to have introduced Burns to the originals of Tam o' Shanter, his shrewish wife, and his tavern crony, Souter Johnnie. Gravestones of all three are pointed out beside a little crumbling church. Perhaps the crude rhymes scribbled on a newspaper margin in Kirkoswald are indeed the

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Street, providing an unintersected traffic lane from Canal Street to the southern end of Riverside Drive.

The Henry Hudson Highway, in connection with the bridge over Spuyten Duyvil, in turn extends Riverside Drive at its northern end and leads to Westchester parkway drives.

In Russia many miles of modern highway were built from Moscow toward the border of Poland; in Germany there were additions to the country's network of high speed roads; in England the highway system was improved by the construction of by-pass roads leading around villages; and in various parts of the United States thousands of miles of new and improved highways were built.

In Argentina, a 222-mile stretch of paved road—a link in the Pan American Highway—was inaugurated in December. In Ethiopia Italian engineers continued to replace age-old trails of dust and mud with hard-surface highways. A 500-mile modern road connecting the capitals of Shensi and Szechwan Provinces was opened in China.

While work progressed in various parts of the world on important canal projects, few such engineering works came to completion in 1936. In Germany the short but important Elbe-Havel Canal was put into use, improving water-carried traffic between Hamburg and Berlin. Near Myrtle Beach, South Carolina, was celebrated in April the opening of the last link in the Atlantic Intracoastal Waterway between the Delaware River and Miami.

Outside the transportation field, one of the most important engineering events of the year was the start of electric power generation at Boulder Dam, across the Colorado River, which was completed during the previous year. The flow of energy to Los Angeles was begun September 11.

Dams reaching completion in 1936 included the Norris Dam of the Tennessee Valley project; Chambon Dam, a power project, on the Romanche River in the French Alps; Albury Dam, for water supply, at the junction of the Murray and Mitta Mitta Rivers in New South Wales, Australia; Owyhee Dam, an irrigation project, in Oregon; and Montgomery Dam, to aid navigation, at Rochester, Pennsylvania, at the junction of the Beaver and Ohio Rivers.

The building of new port works and the out-of-hand development of commercial and industrial cities was concentrated in Asia. Russia rapidly developed the towns of Komsomolsk and Nicolaevsk in connection with her new Siberian railway, and constructed new port facilities on the coast to the east of Komsomolsk. Japan continued to develop Rashin, a former Korean fishing village, to serve as a deepwater port for trade between the Japanese islands and Manchutikuo. In the United States Brownsville, Texas, near the mouth of the Rio Grande, was dedicated in May as the nation's newest seaport.

Bulletin No. 4, January 25, 1937.

Photograph from Hamburger Luftbild

GERMANY'S NEWEST CANAL ADDS TO TRAFFIC JAMS IN HAMBURG'S HARBOR

Barges of this type throng the numerous waterways and the crowded Elbe River to pile their cargoes high on the docks of Hamburg, metropolis of German shipping. The new Elbe-Havel Canal is an addition to the network which supplements the Elbe, and will speed water commerce between Hamburg and Berlin.

first draft of Tam's wild midnight ride; the scene, however, was later transferred to Ayr, with the faithful horse Meg tearing down the road to Alloway, beside which a tramway now runs. The old ruined church of Alloway where the poet's father is buried became the site of witches' revels, and the bridge over the Doon saved Tam from pursuing devils but cost Meg her tail.

The port of Irvine, farther north, has a statue to Burns on the town common as belated consolation for his unlucky venture into the flax business there.

Visitors before and after Wordsworth have sought out the farm at Mossgiel, where Burns plowed into mountain daisies and field mice by day, then wrote his verses at night in a tiny attic room. In the neighboring town of Mauchline, Poosie Nansie's public house proudly recalls the revelry of "The Jolly Beggars" and bids for modern business with the word "Garage."

The town of Kilmarnock claims to be the Burns literary birthplace. Here, over a pawnshop in Waterloo Street, is the attic in which "Wee Johnnie" Wilson printed the verses which Glasgow publishers had just turned down, while proud Robert corrected the proof sheets in a nearby tavern.

The last farm in the Burns odyssey is Ellisland, on the banks of the Nith near the town of Dumfries. Here the poet built a home for Jean Armour, and captured the final version of "Tam o' Shanter" in a single day's striding up and down the riverside. Dumfries points out the house in which Burns died and the churchyard containing the Burns Mausoleum.

Note: Additional material about Scotland, the country of Robert Burns, will be found in "Low Road, High Road, Around Dundee," *National Geographic Magazine*, April, 1936; "Clans in Kilt and Plaidie Gather at Braemar," August, 1935; "Vagabonding in England," March, 1934; and "Edinburgh, Athens of the North," August, 1932.

Bulletin No. 5, January 25, 1937.

Photograph by Capt. Alfred G. Buckham

"THE PONDEROUS WALL AND MASSY BAR GRIM-RISING O'ER THE RUGGED ROCK HAVE OFT WITHSTOOD ASSAILING WAR AND OFT REPELL'D THE INVADER'S SHOCK"

Edinburgh Castle, rising on its pedestal of solid rock in the foreground, was compared by Burns to "some bold veteran, gray in arms, and mark'd with many a seamy scar." Fresh from the countryside, the rustic poet was awed by "Architecture's noble pride" during his memorable visit on a borrowed nag to the Scottish capital to receive acclaim as a literary celebrity.